Overstaffing in Indian Airlines

1712. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fct that Indian Airlines is facing financial crisis;

(b) whether it has come to the notice to Government that 40 per cent staff of Indian Airlines are nothing to do with the running of the Airlines;

(c) if so, that steps the Indian Airlines is taking to remove thousand of personnel, whose functions are nothing to do with the running of the Airlines; and

(d) what is the average employees per aircraft in Indian Airlines vis-a-vis other Airlines in and outside the country?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) No, Sir. Indian Airlines made a Net Profit of Rs. 45.15 crores in 1997-98 as against a Net Loss of Rs. 14.59 crores in 1996-97.

(b) and (c) No category of employees has been identified as surplus in Indian Airlines.

(d) The average number of employees per aircraft in Indian Airlines vis-a-vis other Airlines in and outside the country are as under:—

Operator	Average No. of employees per aircraft
Within Country	
Indian Airlines	401
Sahara Airlines	340
Jet Airways	218
Outside Country	
Kuwait Airlines	335
Emirates	226
Malaysia Airlines	173
Singapore Airlines	157
Gulf Air	156
Lufthansa	127

Modernisation of Infrastructure Network at Airports

1713. SHRI GOVINDRAO ADIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention has been drawn to the news report which appeared in the Times of India dated the 4th November, 1998 under the caption "Government stresses upon better infrastructure at airports";

(b) if so, what is the reaction of Government to the observations made therein and facts of the matter;

(c) the details of comprehensive action plan formulated to upgrade/strengthen/modernise and expand the infrasturcture network at airports; and

(d) what is the present status of the implementation progress?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) Yes. Sir.

(b) and (c) The requirement of additional facilities at international airports are reviewed periodically and expansion and upgadation works undertaken accordingly to meet the demand of growing traffic subject to availability of resources. Saturation of facilities at international airports at Delhi. Calcutta, Chennai and Thiruvananthapuram is therefore not expected in the near future. However, at Mumbai airport, even after the expected commissioning of Terminal II-C in August, 1999, airport facilities are likely to get saturated due to land/space constraints. Hence, the Government has constituted a Committee to examine the feasibility of setting up a second airport at Mumbai. The report of this Committee is awaited. The Policy on aiport Infrastructure has identified Bangalore. Hyderabad, Ahmedabad, Amritsar and Guwahati airports for upgradation to international standards. A Task Force has been set up by the Government under the Chairmanship of Deputy Chairman. Planning Commission to look into this aspect.